

G1 portions 220, 223 and the cross-over portions 222 also have the effect of increasing the rigidity of the fender structure 203, by increasing its resistance to torsion.

Pages 13-14, please delete paragraph 53, and replace it with the following new paragraph:

G2 At the front F of the upper member 30, a pair of generally U-shaped support bars 38 are provided. A pair of generally U-shaped support bars 40 are provided at the rear R of the upper member 30. The support bars 38, 40 may also have different shapes, and are not limited to U-shaped members. Portions of the support bars 38, 40 extend along the width, e.g., about 2/3 of the width, and beneath the front and rear storage compartments 302, 346, respectively. As shown in Figure 10, a rear handlebar 352 includes laterally extending portions 354 that connect to the portions of the rear support bars 40.

**IN THE CLAIMS:**

Please cancel claims 1, 2, 13, 14, 25, 37, and 38 without prejudice or disclaimer.

Please amend the claims as follows:

G3 3. (Amended) A fender structure for a vehicle with a plurality of wheels, comprising:  
a right fender portion positionable over a right wheel;  
a left fender portion associated with the right fender portion and positionable over a left wheel, wherein at least one of the right fender portion and the left fender portion includes a support portion designed as a load-bearing surface that is defined at least in part by a top surface of at least one of the left and right fender portions;  
a storage compartment formed in the support portion with an opening through which items may be placed into the storage compartment;  
a cover positionable over the opening; and  
raised support portions, in at least one of a lateral, longitudinal, and diagonal direction, integrally formed in at least one of the support portion and the storage compartment.

4. (Amended) A fender structure for a vehicle with a plurality of wheels, comprising:  
a right fender portion positionable over a right wheel;  
a left fender portion associated with the right fender portion and positionable over a left wheel, wherein at least one of the right fender portion and the left fender portion includes

a support portion designed as a load-bearing surface that is defined at least in part by a top surface of at least one of the left and right fender portions; and

raised support portions, in at least one of a lateral, longitudinal, and diagonal direction, integrally formed in the support portion.

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5. (Amended) The fender structure of claim 4, wherein:

the right fender portion, the left fender portion and the support portion are integrally formed with one another as a single unit.

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8. (Amended) The fender structure of claim 4, further comprising:

a mud guard positionable adjacent at least one of the left and right wheels; and

a floor board extending away from the at least one mud guard.

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15. (Amended) A vehicle with a plurality of wheels, comprising:

a right fender portion positionable over a right wheel;

a left fender portion associated with the right fender portion and positionable over a left wheel, wherein at least one of the right fender portion and the left fender portion includes a support portion designed as a load-bearing surface that is defined at least in part by a top surface of at least one of the left and right fender portions;

a storage compartment formed in the support portion with an opening through which items may be placed into the storage compartment;

a cover positionable over the opening; and

raised support portions, in at least one of a lateral, longitudinal, and diagonal direction, integrally formed in at least one of the support portion and the storage compartment.

16. (Amended) A vehicle with a plurality of wheels, comprising:

a right fender portion positionable over a right wheel;

a left fender portion associated with the right fender portion and positionable over a left wheel, wherein at least one of the right fender portion and the left fender portion includes a support portion designed as a load-bearing surface that is defined at least in part by a top surface of at least one of the left and right fender portions; and

raised support portions, in at least one of a lateral, longitudinal, and diagonal direction, integrally formed in the support portion.

95 17. (Amended) The vehicle of claim 16, wherein:  
the right fender portion, the left fender portion and the support portion are integrally  
formed with one another as a single unit.

96 20. (Amended) The vehicle of claim 16, further comprising:  
a mud guard positionable adjacent at least one of the left and right wheels; and  
a floor board extending away from the mud guard.

26. (Amended) An all terrain vehicle including a plurality of wheels, the vehicle  
comprising:

a fender structure positioned over the wheels, the fender structure including a plurality  
of raised support portions, wherein the raised support portions and the fender structure are  
formed of a plastic material;

a main frame from which the wheels are suspended; and

a bumper supported by the main frame,

97 wherein the raised support portions are supported by the main frame and are not  
supported by the bumper.

27. (Amended) The all terrain vehicle of claim 26, wherein the plastic material is  
selected from the group comprising polyethylene, polypropylene and fiberglass-charged  
polyethylene.

28. (Amended) The all terrain vehicle of claim 26, wherein the fender structure and  
the raised support portions are formed as a one piece unit.

29. (Amended) The all terrain vehicle of claim 26, further comprising a storage  
compartment formed integrally with the fender structure and the raised support portions.

98 34. (Amended) The all terrain vehicle of claim 26, wherein the fender structure  
comprises lateral portions and at least one cross-over portion extending transverse to the  
lateral portions, the lateral portions and the at least one cross-over portion defining a support  
plane.

35. (Amended) The all terrain vehicle according to claim 26, wherein the fender structure is a rear end portion of the all terrain vehicle.

36. (Amended) The all terrain vehicle according to claim 26, wherein the fender structure is a front end portion of the all terrain vehicle.

39. (Amended) An all terrain vehicle comprising:  
a main frame that suspends a plurality of wheels;  
a fender structure supported by the main frame, the fender structure having a plurality of built-in raised support portions;  
a storage compartment positioned within the fender structure; and  
a cover sized to cover the storage compartment,  
wherein the fender structure includes a central support surface defined by the cover and a lateral support surface on each side of the central support surface.

40. (Amended) The all terrain vehicle of claim 39, wherein the fender structure and the plurality of built-in raised support portions are made of plastic selected from the group comprising polyethylene, polypropylene and fiberglass-charged polyethylene.

41. (Amended) The all terrain vehicle of claim 39, wherein the fender structure and the built-in raised support portions are formed as a one piece unit.

42. (Amended) The all terrain vehicle of claim 39, further comprising a mud guard and a floor board integrally formed to the fender structure.

46. (Amended) The all terrain vehicle of claim 39, wherein the fender structure is a front end portion of the all terrain vehicle.

47. (Amended) The all terrain vehicle of claim 39, wherein the fender structure is a rear end portion of the all terrain vehicle.